

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scaq.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative. See <http://scaq.ca.gov/tcwg/pdfs/PMContacts.pdf>**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 1 2th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- | |
|--|
| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
|--|

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# (required) RIV050534				
TCWG Consideration Date (date to be presented at the TCWG) September 25, 2007				
<p>Project Description (clearly describe project) The proposed project improves the existing I-215/Newport Road interchange utilizing a modified partial cloverleaf interchange configuration. Newport Road would be widened from four to six through lanes, and two approach ramp entrance lanes. All ramps would be reconstructed to connect with the widened cross section of Newport Road. In between the northbound and southbound ramp terminals, Newport Road would generally be widened to accommodate a 6-foot sidewalk on the north side, a 5-foot shoulder, a 2-foot left shoulder, four 12-foot through/turn lanes in each direction, and a 14-foot median. The Newport Road overcrossing would be widened as part of the project. East and west of the interchange, Newport Road would consist of three through lanes in each direction plus any necessary turn lanes. Finally, the I-215 bridge over Salt Creek at the northern extents of the project area would be widened to accommodate the proposed northbound on-ramp.</p>				
Type of Project (use Table 1 on instruction sheet) Reconfigure existing interchange				
County Riverside		Narrative Location/Route & Postmiles I-215/Newport Road Interchange Riv-215-PM 17.7/19.3 Caltrans Projects – EA# 0J4400		
Lead Agency:				
Contact Person	Phone#	Fax#	Email	
Scott Staley	951.955.2092	951.955.3164	cstaley@rctlma.org	
Hot Spot Pollutant of Concern (check one or both) <input checked="" type="checkbox"/> PM2.5 <input checked="" type="checkbox"/> PM10				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Excluded	<input type="checkbox"/> Section 6004 – NEPA Categorical Exclusions (CEs)		<input checked="" type="checkbox"/> Section 6005 – All NEPA document types (i.e. CEs, EAs, EIS)	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	05/07	10/08	12/08	5/10
End	09/08	12/09	12/09	11/11

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

In recent years, there has been an increasing amount of vehicular traffic as the population and economic vitality increases throughout Riverside County, particularly in the vicinity of the proposed project. This growth has resulted in an increase in the level of congestion located at the I-215/Newport Road interchange area. To alleviate congestion and improve traffic operations in the interchange area, the County, Caltrans, and FHWA are proposing to widen the existing Newport Road overcrossing and reconstruct the interchange exit and entrance ramps. The primary purpose of the proposed project is to improve traffic operations in the interchange area.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land use in the project vicinity consists of a mix of commercial/retail, residential, vacant/undeveloped properties. A description of land use in the vicinity of the respective quadrants of the I-215/Newport Road interchange follows:

Northeast quadrant = vacant/undeveloped; residential (single-family)

Southeast quadrant = commercial/retail; residential (multi-family)

Southwest quadrant = commercial/retail (under construction)

Northwest quadrant = commercial/retail; vacant/undeveloped

Opening Year (2011): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS C-D for Build and No Build, 169,655 (AADT), 3.6% (% Diesel Trucks), 12,215 (Diesel Truck AADT), 6,160 (Total Truck AADT)

RTP Horizon Year / Design Year (2035): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS C-F for Build and No Build, 292,200 (AADT), 3.6% (% Diesel Trucks), 10,610 (Diesel Truck AADT), 21,038 (Total Truck AADT)

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Opening Year (2011): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 32,430 (AADT), 3.6% (% Diesel Trucks), 1,178 (Diesel Truck AADT), 2,335 (Total Truck AADT)
RTP Horizon Year / Design Year (2035): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 61,900 (AADT), 3.6% (% Diesel Trucks), 2,248 (Diesel Truck AADT), 4,457 (Total Truck AADT)
Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> The proposed project would provide congestion relief and improve operations at the interchange area by smoothing traffic flow and vehicle speeds. Additional turn pockets/lanes are provided on Newport Road and the interchange ramps, and ramp metering would be added to the entrance ramps. The proposed improvements to the existing interchange are not expected to create or worsen PM ₁₀ or PM _{2.5} emissions.
Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached truck AADT data sheet.

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Excluded	Section 6004 – NEPA Categorical Exclusions (CEs)		<input checked="" type="checkbox"/> Section 6005 – All NEPA document types (i.e. CE, EA, EIS)	
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RTE	DIST	CNTY	POST MILE	G DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	% TOT VEH	TRUCK AADT				% TRUCK AADT				EAL 1-WAY (1000)	YEAR VER/ (1000) EST
								2	3	4	5+	2	3	4	5+		
215	08	RIV	R8.998	A JCT. RTE. 15 (beg non add)	79000	5688	7.2	2824	753	311	1800	49.65	13.24	5.47	31.65	835	05V
215	08	RIV	23.537	B SOUTH JCT. RTE. 74	69000	5003	7.25	2401	650	350	1601	48	13	7	32	748	05E
215	08	RIV	23.537	A SOUTH JCT. RTE. 74	86000	10148	11.8	5196	1492	589	2872	51.2	14.7	5.8	28.3	1397	84E
215	08	RIV	26.308	A PERRIS, NORTH JCT. RTE. 74	79000	10428	13.2	4859	1220	605	3744	46.6	11.7	5.8	35.9	1663	84E
215	08	RIV	27.23	A PERRIS, D STREET	94000	11280	12	4286	1241	451	5302	38	11	4	47	2160	86V
215	08	RIV	R35.76	B CACTUS AVENUE	117000	11934	10.2	4762	1205	597	5370	39.9	10.1	5	45	2218	84E
215	08	RIV	R35.76	A CACTUS AVENUE	117000	10530	9	4296	1042	527	4665	40.8	9.9	5	44.3	1933	84E
215	08	RIV	R38.339	B JCT. RTE. 60 EAST	118000	17110	14.5	7443	1078	445	8144	43.5	6.3	2.6	47.6	3235	96V
215	08	RIV	R38.339	A JCT. RTE. 60 EAST	170000	18530	10.9	7783	1001	334	9413	42	5.4	1.8	50.8	3661	96V
215	08	RIV	42.837	B RIVERSIDE, SPRUCE STREET	162000	11826	7.3	4636	792	438	5960	39.2	6.7	3.7	50.4	2356	84E
215	08	RIV	43.27	B RIVERSIDE, JCT. RTE. 60/91, RIVERSIDE/ ESCONDIDO FREEWAY	162000	10530	6.5	4170	674	379	5307	39.6	6.4	3.6	50.4	2095	84E
215	08	RIV	43.27	A RIVERSIDE, JCT. RTE. 60/91, RIVERSIDE/ ESCONDIDO FREEWAY	145000	8845	6.1	3697	655	389	4104	41.8	7.4	4.4	46.4	1663	84E
215	08	RIV	45.013	A CENTER STREET	140000	9660	6.9	4038	715	425	4482	41.8	7.4	4.4	46.4	1816	84E
215	08	SBD	.402	A IOWA AVENUE	146000	10366	7.1	4457	788	404	4717	43	7.6	3.9	45.5	1915	84E
215	08	SBD	4.052	B COLTON, JCT. RTE. 10	160000	11520	7.2	4954	876	449	5242	43	7.6	3.9	45.5	2128	84E
215	08	SBD	4.052	A COLTON, JCT. RTE. 10	183000	17568	9.6	8257	2337	650	6324	47	13.3	3.7	36	2781	84V
215	08	SBD	6.06	A SAN BERNARDINO, MILL STREET	167000	10354	6.2	4463	1450	393	4048	43.1	14	3.8	39.1	1744	84E
215	08	SBD	7.183	B SAN BERNARDINO, JCT. RTE. 66 WEST	152000	10488	6.9	4520	1468	399	4101	43.1	14	3.8	39.1	1767	84E
215	08	SBD	7.183	A SAN BERNARDINO, JCT. RTE. 66 WEST	151000	10117	6.7	4371	1406	395	3946	43.2	13.9	3.9	39	1702	84E
215	08	SBD	8.603	B SAN BERNARDINO, JCT. RTE. 259 NORTH	136000	10064	7.4	4348	1399	392	3925	43.2	13.9	3.9	39	1693	84E